

FIG.1

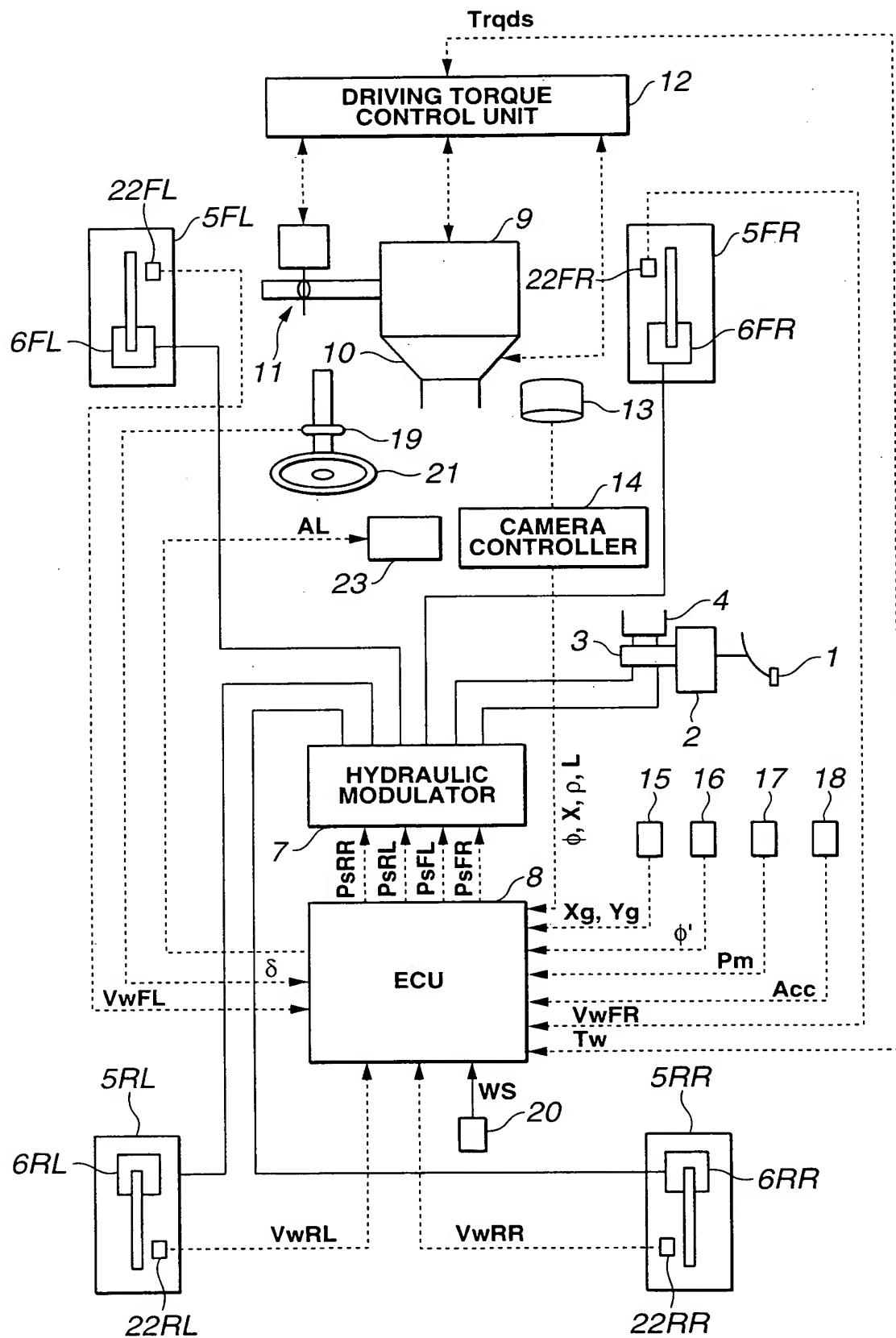
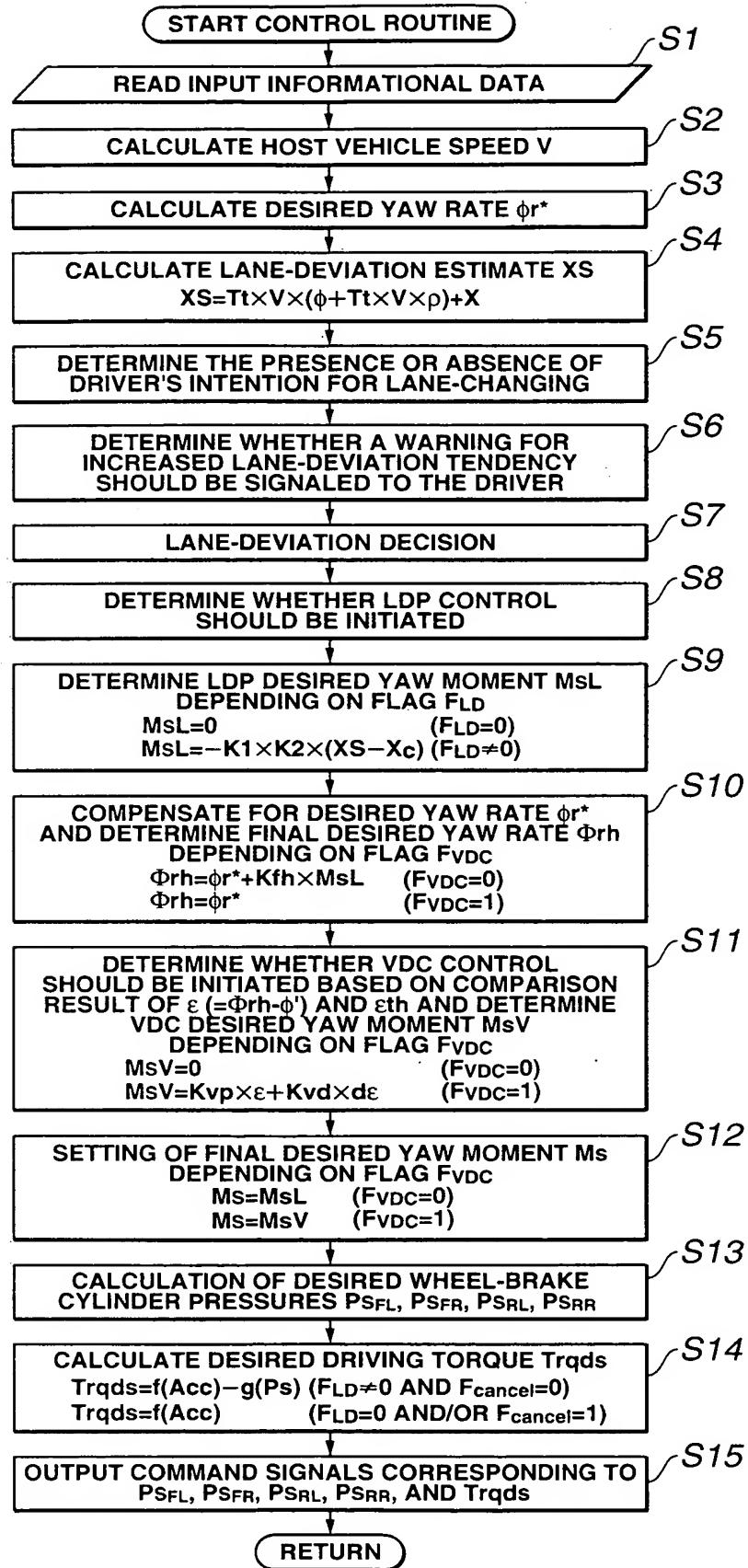


FIG.2



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FIG.3

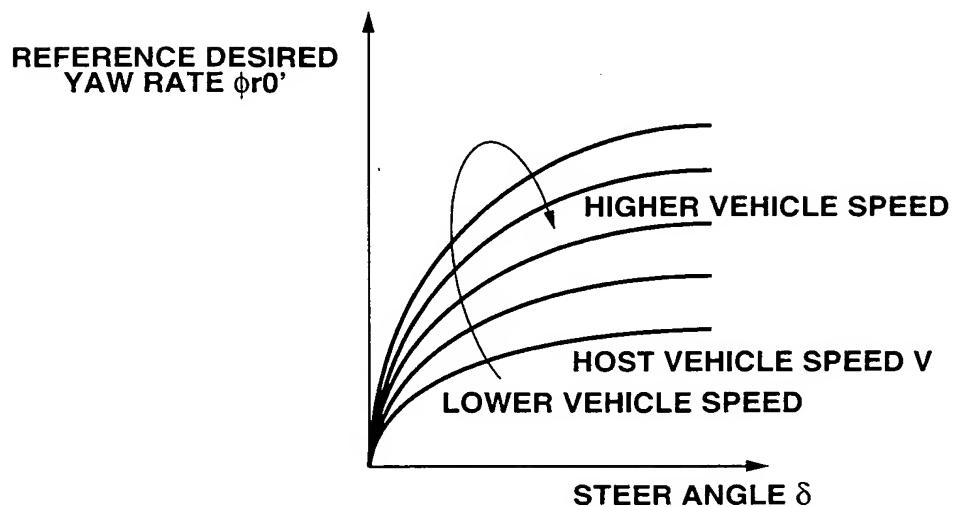


FIG.4

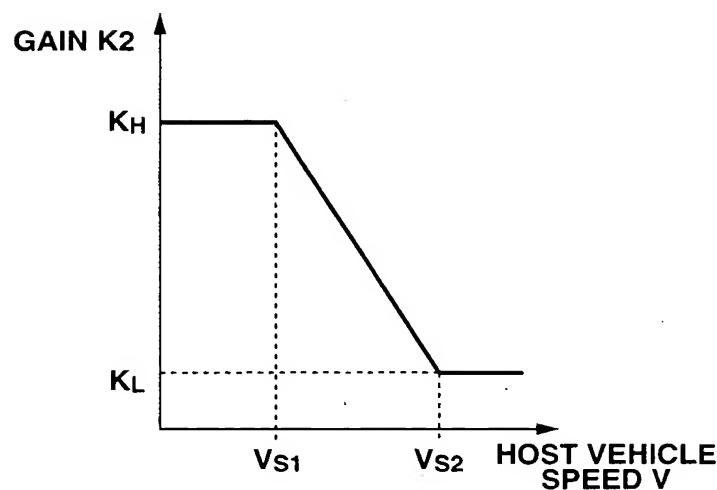


FIG.5

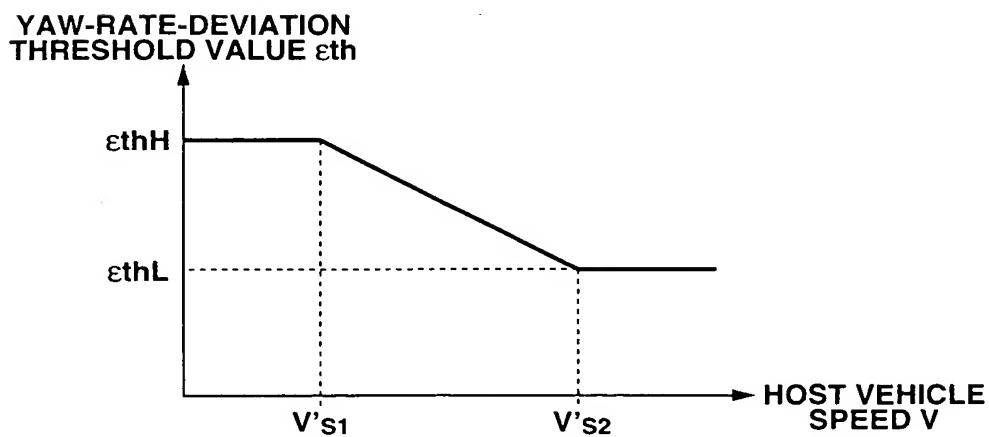
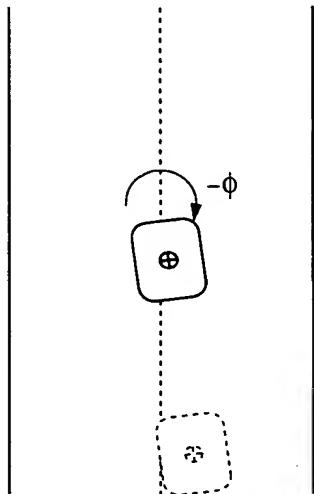
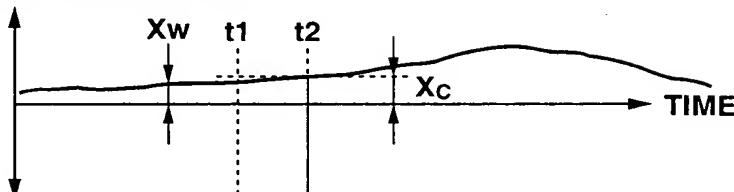


FIG.6A



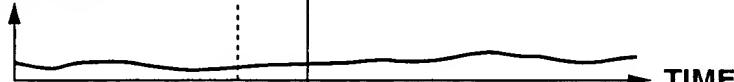
LANE-DEVIATION ESTIMATE $|X_S|$

FIG.6B



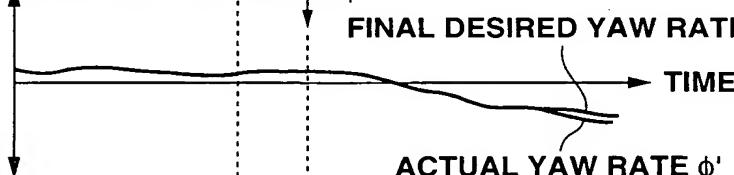
STEER ANGLE δ

FIG.6C



FINAL DESIRED YAW RATE Φ_{rh} AND
ACTUAL YAW RATE ϕ'

FIG.6D



DESIRED WHEEL-BRAKE CYLINDER PRESSURE DIFFERENCE ΔP_{sf}
FOR LDP CONTROL

FIG.6E

LESS YAW-RATE DEVIATION
⇒ WITH NO MALFUNCTION
OF VDC CONTROL SYSTEM
⇒ STABLE LDP CONTROL SYSTEM

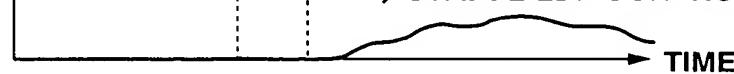


FIG.7A

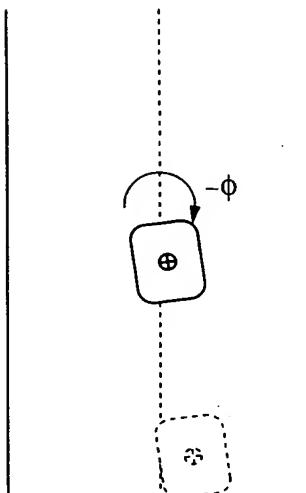


FIG.7B

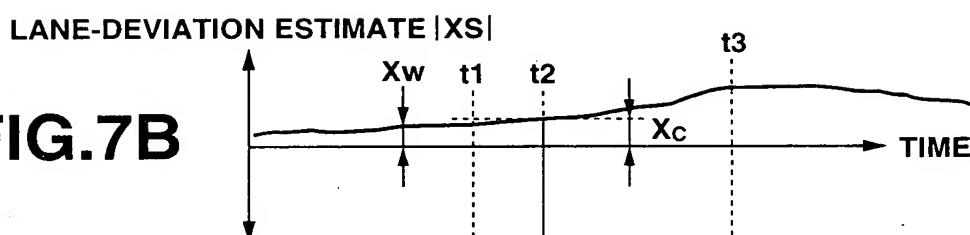


FIG.7C

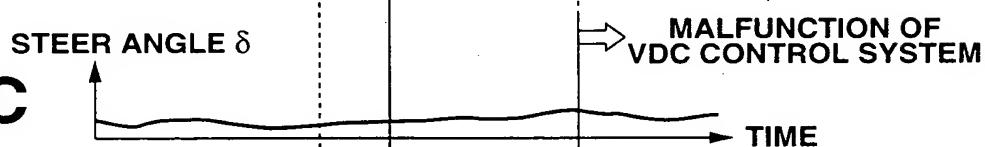


FIG.7D

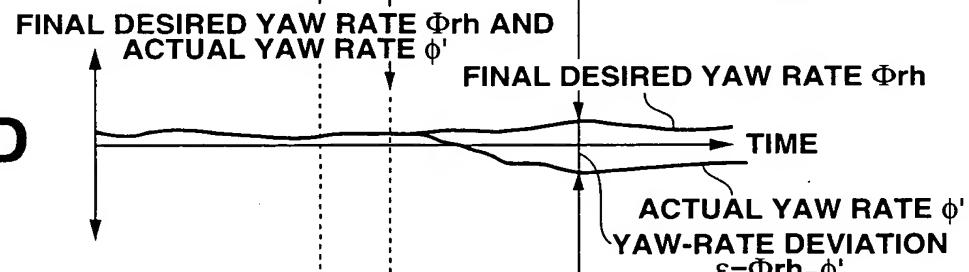


FIG.7E

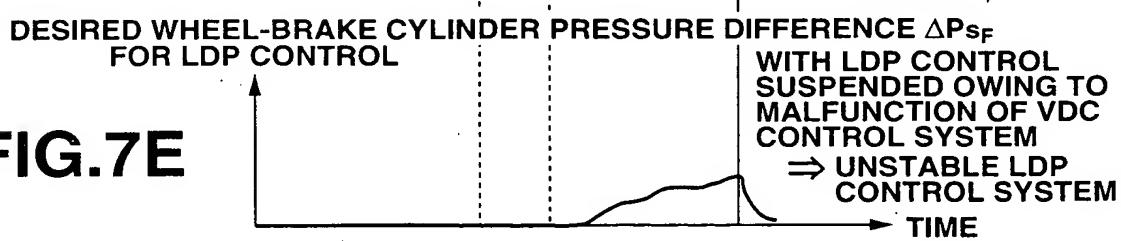


FIG.8

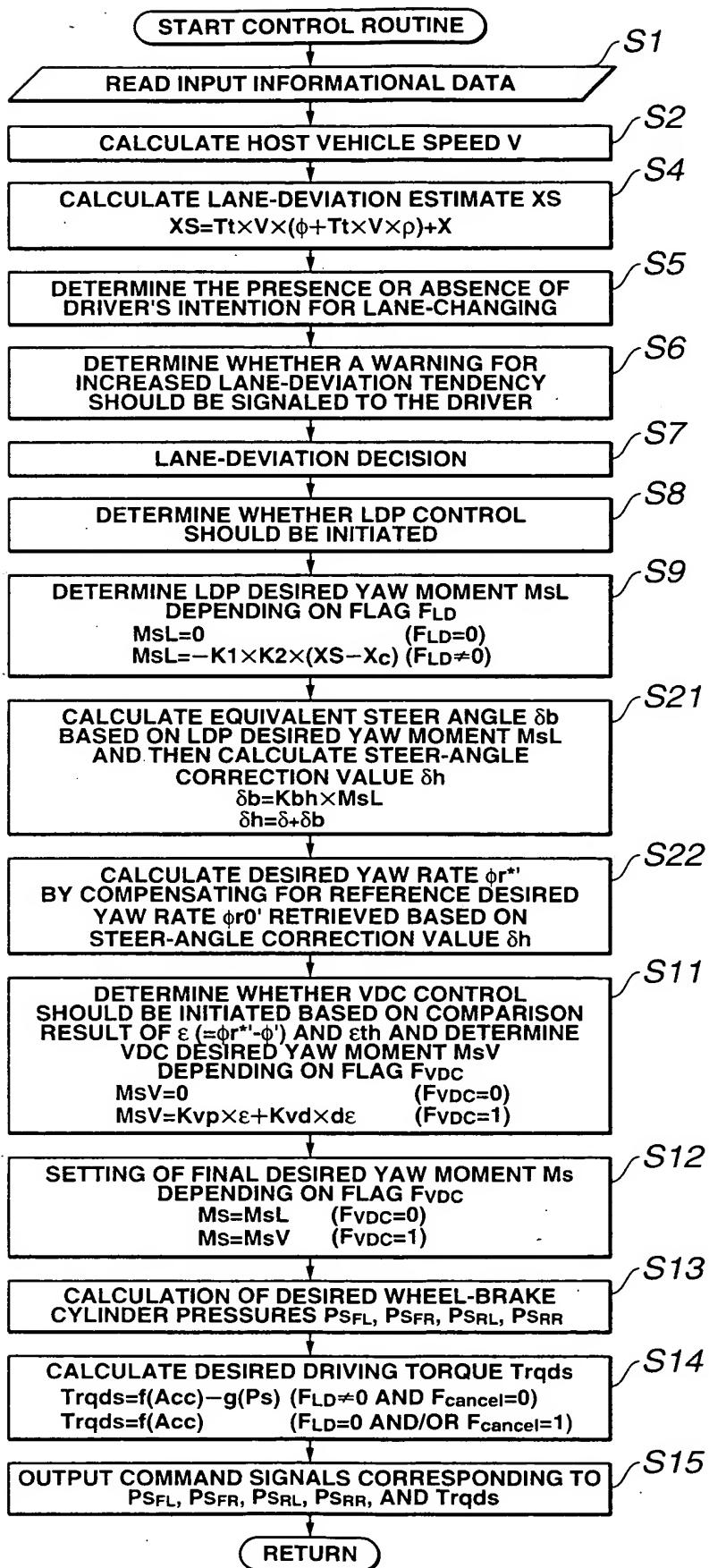


FIG.9

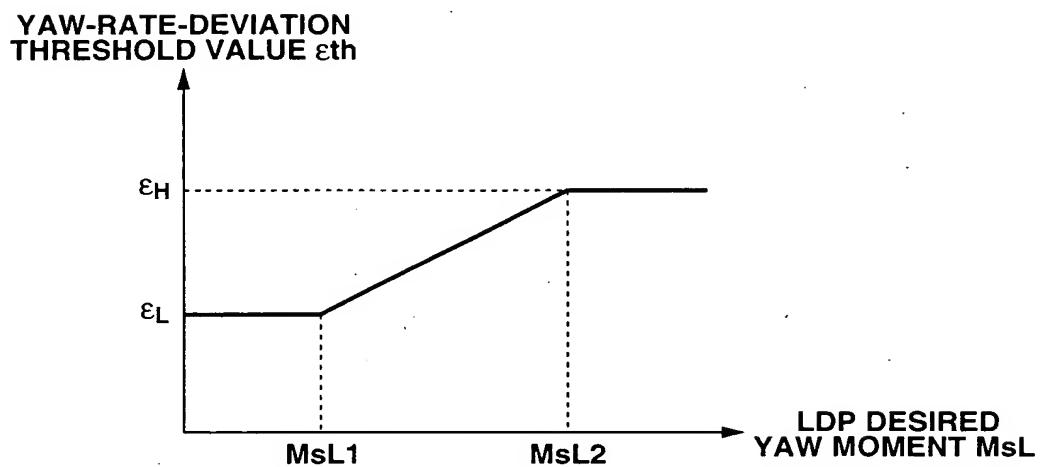
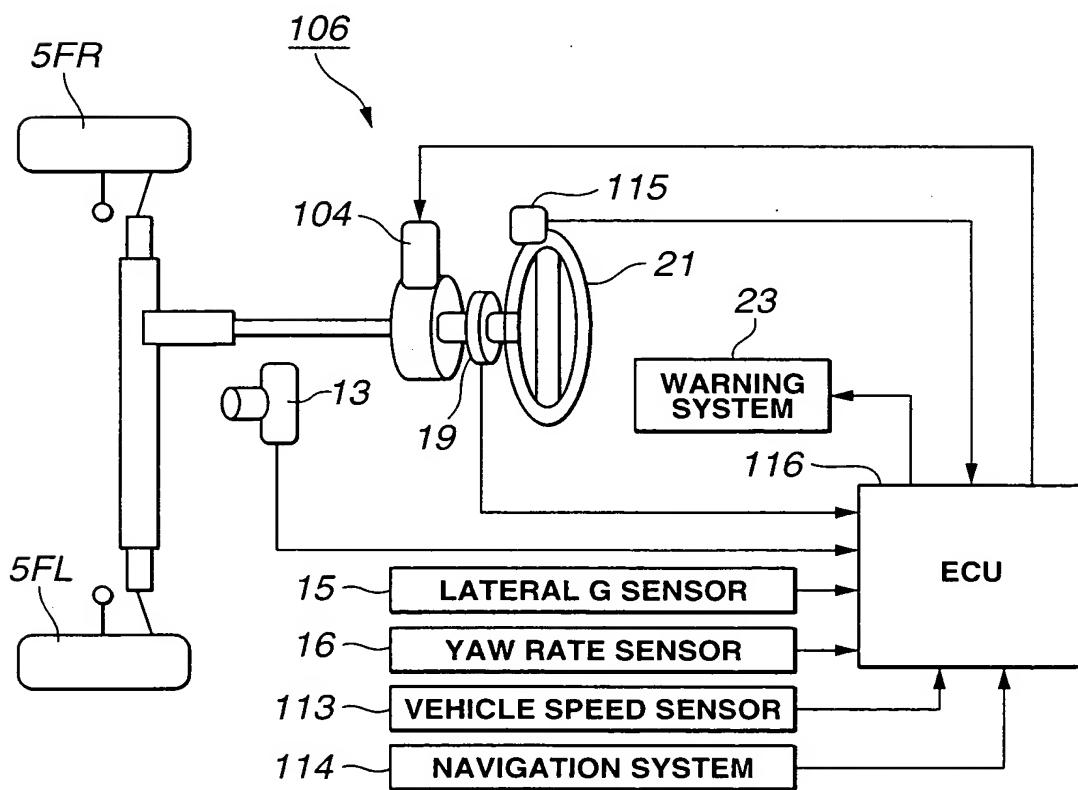


FIG.10



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FIG.11

